Incident Report: Davy Crockett Emergency Response

(Information is considered to be accurate at the time of posting, but is subject to change as new information becomes available.)

Update as of June 24, 2011

Incident duration:	149 days
Personnel Currently Assigned	49 response contractors, federal & state
Injuries	0
Total oil water mixture recovered to date	1.6 million gallons*
Total steel removed	3.4 million pounds
Debris and oiled debris removed	698,244 pounds
Bunker oil recovered	13,334 gallons
Asbestos removed	4,850 pounds
Samples analyzed to date (e.g. water, oil sediment)	179
Obligated costs to date (including coffer dam construction)	$14.2 million
* This figure represents the amount of oily water mixture that has been recovered directly from the Barge Davy Crockett during response operations. An initial unrecovered release of an estimated 70 gallons of oil was documented on January 27, 2011 the day the vessel was discovered to be leaking oil.	

OPERATIONS UPDATE – June 20-24, 2011

The Barge Davy Crockett Response reached a milestone this week when the final section of the stern double-bottom tanks was removed from inside the cofferdam on Wednesday, June 22. At this point, 80 percent of the vessel has been removed from the river.

The bow section, which includes cargo hold #1 and deep tanks, is all that remains of the Davy Crockett at the work site. The next phase of the response will involve a hull survey of the bow section and patches to damaged areas to prepare it for refloating and dismantling.

On Thursday and Friday (June 23 & 24), divers assessed the hull and patched pipe penetrations through the cargo hold #1/#2 bulkhead.

Both crane barges and materials barges departed the work site this week for offload, decontamination and equipment transfer. Only the dive and "office" barges remain at the work site (see photo gallery) pending return of the crane, water filtration/cleaning, wastewater-holding and metal-holding barges that will be used for the bow section deconstruction phase of the project.

More than 1,000 gallons of bunker oil was collected from the water filtration system bringing the total amount of bunker oil removed from the Davy Crockett to 13,334 gallons.

The river level, which had dropped significantly during the past week, rose again at the end of the week but is still below the top of the cofferdam (see photo gallery).

Saturday and Sunday (June 25 & 26) will be safety stand-down days and there will be no work performed. However, day and night watch crews will monitor river levels throughout the weekend and mobilize personnel and equipment if needed.

RIVER LEVEL STATUS

The Columbia River at Camas is running high due to spring snow melt and runoff from rainfall. The cofferdam remains structurally sound and no reinforcement is required. The impermeable oil and silt barrier has been repositioned to ensure that any oil released during work on the Davy Crockett is contained. No tar balls or oil sheen have been observed outside the oil and silt barrier or downstream from the work site.

Because high water is expected to continue and likely rise even higher during the next few weeks, the Davy Crockett Unified Command is monitoring river levels very closely in coordination with NOAA's Northwest River Forecast Center, U.S. Army Corps of Engineers and the Port of Camas-Washougal.

ENVIRONMENTAL PROTECTION

All activities involving the destruction and removal of the Davy Crockett are designed to minimize environmental impacts. The impermeable oil and silt barrier inside the metal cofferdam along with sorbent oil collection booms have prevented tar balls and oil sheen from discharging into the Columbia River downstream of the work site. Oil containment boom is deployed outside the cofferdam as a preventative measure in case there is a release of oil from the work site. Additional on-water oil recovery resources and oil containment boom are staged nearby as further protection.

Water quality samples upstream, downstream and inside the cofferdam are being collected on a periodic basis in order to evaluate the effectiveness of work activities to minimize water pollution. After the Davy Crockett is removed, sediment samples will be collected inside the cofferdam to determine if sediment cleanup is needed before the cofferdam is removed.

Water and residual oil that is generated from pumping out holds and tanks of the Davy Crockett, plus wash water from cleaning operations and stormwater collected on the Davy Crockett and work barges is put through an on-site water filtration system. The 1.1 million gallon capacity (28,000 barrels) Foss Maritime Barge 248 P2 is storing this filtered wastewater pending final disposal through the city of Portland's wastewater treatment system.

The Washington Department of Ecology has taken responsibility for the cost of the contracted wastewater storage barge and disposal of the estimated 750,000 gallons of filtered wastewater that will be generated during the rest of the project. Ecology decided to take this action rather than agree to the discharge of filtered water directly back into the river, an option preferred by the Coast Guard. While the Coast Guard has consistently maintained environmental protection as a priority, Ecology determined that storing this filtered wastewater and delivering it to an upland treatment system provided the highest level of protection of the river and is consistent with Washington State water quality program requirements.

DAVY CROCKETT HISTORY

The Davy Crockett is a former Navy Liberty Ship that was converted to a flat deck barge. As with many aging vessels, ownership has changed several times over the years. The most recent ownership change is believed to have occurred in mid-2010. The vessel is located on Washington state-owned aquatic lands.

For up to date information, refer to the Ecology website at:

http://www.ecy.wa.gov/programs/spills/incidents/DavyCrockett/DavyCrockett.html